

DaimlerChrysler AG

Patent Claims

5    1. A method for operating an internal combustion engine (10) comprising an exhaust gas purification system (24), intake air throttling being carried out in order to raise an exhaust gas temperature in a low-load mode and in a traction mode,

10      characterized in that an amount of intake air throttling is determined as a function of an expected load demand in such a way that, in the case of an expected unchanged or decreasing load demand, an increased or maximum possible intake air throttling is set, and, in the case of an expected rising load demand, no or reduced intake air throttling is set, the expected load demand being estimated on the basis of operating and ambient parameters of the internal combustion engine (10).

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2. The method for operating an internal combustion engine as claimed in claim 1, characterized in that the internal combustion engine (10) is provided for a motor vehicle, and the expected load demand is estimated as a function of a brake pedal position, of a brake pressure, of a profile of the brake pedal position and/or of a brake pressure profile.

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3. The method for operating an internal combustion engine as claimed in one of the preceding claims, characterized in that the internal combustion engine (10) is provided for a motor vehicle, and the expected load demand is estimated as a function of a transmission position, in particular linked to a current driving speed.

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4. The method for operating an internal combustion engine as claimed in one of the preceding claims, characterized in that the internal combustion engine (10) is provided for a motor vehicle, and the expected load demand is estimated as a function of a measurement of the distance from a vehicle traveling ahead.
5. The method for operating an internal combustion engine as claimed in one of the preceding claims, characterized in that the internal combustion engine (10) is provided for a motor vehicle, and the expected load demand is estimated as a function of information on the position and/or location of the vehicle.
- 10 5. The method for operating an internal combustion engine as claimed in one of the preceding claims, characterized in that the internal combustion engine (10) is provided for a motor vehicle, and the expected load demand is estimated as a function of acceleration spin information.
- 15 6. The method for operating an internal combustion engine as claimed in one of the preceding claims, characterized in that the internal combustion engine (10) is provided for a motor vehicle, and the expected load demand is estimated as a function of acceleration spin information.
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